Statement IV

Central Comprehensive Insurance Scheme

During 2000-01 a sum of Rs. 10.00 lakh was released in favour of National Insurance Company (NIC). So far no disbursements have been made by the NIC.

State-wise release of Central Assistance released to Growth Centres in the North East States. This scheme was announced in 1988 and the scheme stands transferred to the States.

(Rs. in lakh)

Name of the State	1999-2000	2000-2001	2001-2002
Arunachal Pradesh	50	—	—
Assam	250	200	—
Manipur	—	100	—
Meghalaya	—	—	—
Mizoram	—	250	—
Nagaland	500	195	255.00
Tripura	—	250	270.00
TOTAL:	800	995	525.00

Sunder Committee Report on movement of cargo

4977. SHRIK. RAMA MOHANA RAO:
SHR1 RAMA MUNI REDDY S1RIGIREDDY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Sunder Committee on integrated movement of cargo has submitted its report;

(b) if so, what are the recommendations made by the Committee to facilitate the export movement;

(c) the number of inland container depots and container freight stations in the country; State-wise; and

(d) the details of States that have availed of the scheme of assistance for development of export infrastructure on the basis of export performance?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI RAJIV PRATAP RUDI): (a) and (b)The main recommendations

of the Sunder Committee of Integrated movement of cargo are given in the Statement enclosed. (Seebelow).

(c) Following are the State-wise Inland Container Depots and Container Freight Stations in India:

State/UT	No.
Andhra Pradesh	10
Assam	1
Bihar	1
Chandigarh	1
Chhattisgarh	2
Goa	1
Gujarat	13
Haryana	5
Jharkhand	1
Jammu & Kashmir	1
Karnataka	7
Kerala	4
Maharashtra	25
Madhya Pradesh	3
Orissa	2
Pondicherry	2
Punjab	5
Rajasthan	10
Tamil Nadu	31
Uttar Pradesh	11
Uttaranchal	1
West Bengal	8

(d) Assistance to States on the basis of export performance under the newly created "Assistance to States for Developing Export Infrastructure and other Allied Activities (ASIDE) scheme" shall be available from the year 2002-2003.

Statement I

Recommendations of the Sunder Committee

1. To deal with courier cargo, Customs appraisers should be available round-the-clock at the four major international airports.

2. All departments and organizations dealing with the clearance of import/ export cargo must synchronise their working hours and holidays.
3. The re-export of miss-routed courier consignments should be allowed quickly and without payment of duty.
4. Each port should develop and update its master plan, and investments should be prioritized within such plans.
5. Cargo handling berths and equipment should be upgraded and modernized. Full complement of container handling equipment should be provided at the main container ports.
6. Large transhipment ports capable of receiving the latest generation mother vessels should be set-up on the east and west coasts.
7. All cargo that remains uncleared for more than 30 days should be shifted to a bonded warehouse, away from the port, and the goods should be disposed off by the custodians of such warehouses.
8. Air cargo terminals should be privatised and allowed to be set up and operated by airlines and private operators.
9. Approval of ICDs/CFSs should carry with it the sanction for full complement of Customs staffempowered to accord clearances under various schemes.
10. There should be no recovery of costs for customs staff in ICDs/CFSs which operate at the minimum prescribed trade volume. In the case of new ICDs/ CFSs, cost recovery should not be effected for the first two years.
11. Coastal shipping should be accorded infrastructure status.
12. The MMT document should be aligned with the F1ATA document and should be accepted by banks as a negotiable instrument. The use of MTO document even in respect of unimodal transport should be encouraged.
13. As coastal ships do not have the capacity to pay the same charges as the ocean going vessels, docking charges and port dues for them should be fixed at concessional rates.
14. Coastal shipping lines should be allowed to engage their own labour at the dedicated berths and should not be compelled to employ the port or dock labour.
15. Manufacturer importers/exporters whose handling of TEUs exceeds the minimum number prescribed for common user ICDs/CFSs should be allowed to have captive ICDs/CFSs.